

The Alaskan Way Viaduct & Seawall Replacement Project

06.30.05



U.S. Department of Transportation
Federal Highway Administration



Washington State
Department of Transportation



City of Seattle

June 21, Downtown Seattle

Over 200 attendees, 52
comments received

June 22, Interbay.

Over 100 attendees, 37
comments received

June 23, West Seattle.

Over 100 attendees, 50
comments received

A more detailed summary of
the public meetings will be
available on the project
Web site soon.

[www.wsdot.wa.gov/
projects/viaduct](http://www.wsdot.wa.gov/projects/viaduct)

What We Heard at the June Public Meetings

The Alaskan Way Viaduct and Seawall Replacement Project held three public meetings in June to begin a conversation with the public about how the tunnel may be built and how to keep people and goods moving during construction. Over 400 people attended the three meetings.

Most of the attendees use the viaduct either daily or weekly to both bypass and go to downtown. Most drive their car on the viaduct either alone or with a passenger. Residents were the largest group of attendees with a small number of people attending whom own businesses in the project area.

What We Heard

Attendees were provided a comment form that had 13 questions about the information presented. Over 130 comment forms were completed and highlights from those forms follow.

Lowered Aurora

- Respondents were mixed in their feelings about the proposed Lowered Aurora improvements. Some felt very strongly that the improvements are necessary to improve vehicle safety and pedestrian and bicycle connections across SR 99. Others questioned whether it is really necessary in a time of limited funding and great need for transportation improvements, and whether it should be a part of the viaduct and seawall replacement project.

Construction Approach

- Respondents were asked to rank what was most important to them about completing construction: getting construction done as quickly as possible; reducing closures of SR 99; or reducing the costs of construction.
- Overall, most felt that getting construction done as quickly as possible was the highest priority.
- The second highest number selected reducing the costs of construction as the highest priority.
- The fewest number selected reducing closures of SR 99 as the highest priority while the most listed this as the lowest priority.

Transportation Management Plan

Goals

- While most respondents were supportive of getting construction done as quickly as possible, they are concerned about being able to move around during construction. The most frequent goals mentioned were to keep transit and freight moving and ensure west side communities are not completely cut off from downtown.

Transportation Management Ideas

- Most respondents felt that giving priority to transit, whether it is more ferries from West Seattle to downtown or more bus service to and from Seattle neighborhoods, was the most important way to keep people moving during construction.
- Many felt that keeping freight moving is also important and suggested freight-only lanes and specific delivery times for downtown businesses.
- Access for neighborhoods west of SR 99 is important and improvements to the Spokane Street Viaduct were mentioned the most frequently.
- Generally, respondents were

supportive of removing parking or changing the way city streets are used to increase capacity and traffic movement.

Encouraging Transit Use

- Increased bus service, more convenient service, bus-only lanes, elimination of downtown transfers for neighborhood-to-neighborhood travel, financial incentives, station signage for bus arrival times, extended free ride zones, and more park and ride lots outside the city were all mentioned as ways to encourage transit ridership during construction.

Encouraging Off-Peak Freight Deliveries

- Freight-only lanes during certain times and opening of loading docks during off-peak times were mentioned as ways to encourage off-peak freight deliveries.

Surface Street Location

- Most people agreed with the recommendation to keep surface Alaskan Way on the east or city side of the existing right-of-way. Attendees were interested in preserving areas of the right of way as a buffer from traffic, for open

space to tie the city and waterfront together, and as a more pedestrian-friendly area.

- Some attendees were interested in seeing the width of surface Alaskan Way further reduced to only two lanes and a higher priority given to non-auto transportation choices.

Advertisement for Public Meetings

- Postcards were sent to the project mailing list and distributed throughout the community at public gathering places, e.g. libraries, community centers, and other public buildings.
- Posters were hung throughout the corridor in storefronts, residential buildings, and public bulletin boards.
- Advertisements were placed in 22 newspapers, nine of which reach low income or minority populations.
- Fourteen community newsletters published an announcement of the meetings.
- Two e-mail announcements were sent to the project e-mail list.
- Participation at community briefings and festivals such as the Seattle Maritime Festival, University District Street Fair, and the Fremont Fair.
- Media briefing that prompted newspaper articles encouraging attendance at the meetings.